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Vol. 36 No. 11 March 14, 1983 Page 81

INSIDE

NTSB Cites Fuel Contamination ..... Page 83

FAA Moves Up ADAP Deadline ..... Page 84

February Shipments and Billings ..... Page 85

Business Aviation Briefs ..... Page 86

Marketplace ..... Page 88

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DOT STATEMENT IS CONTRARY TO FINDINGS OF AIRPORT ACCESS TASK FORCE

A Transportation Department statement inserted into a report by the Airport Access Task Force puts DOT clearly at odds with many of the findings of that task force and appears to be in sharp contrast with previous statements by FAA Administrator J. Lynn Helms regarding aircraft noise.

The task force, which included representatives of major aviation groups in addition to representatives from DOT and the Justice Department, issued an executive summary of its findings that concludes "noise is a significant problem . . . (and that) local adoption of use restrictions is widespread and growing; continued proliferation of such restrictions will significantly degrade the national air transportation system and frustrate competition." While noting that temporary land use restrictions may be necessary at some locations, the summary states that "Congress should consider legislation directing FAA to examine locally proposed use restrictions to assure noise reduction to the maximum extent practical, determine whether meaningful noise reduction would result, and determine whether interstate commerce would be unduly burdened, while recognizing the federal government's liability to the extent that FAA mandates any changes to local rules."

DOT: Noise Is A Local Responsibility

A two-page document sent by DOT Secretary Elizabeth Dole to Dan McKinnon, CAB chairman and chairman of the task force report, states that "the primary obligation to address the noise problem always has been and remains a local responsibility . . . The Department, therefore, does not agree that the Federal Aviation Administration should be given authority to pre-empt state and local actions to deal with airport noise or that FAA has latent pre-emptive authority which can be tapped without statutory change."

The DOT statement says "state and local noise abatement efforts are an appropriate means to address specific noise problems . . . it would be inappropriate for the federal government to be in the business of controlling local land use decisions . . . therefore the Department has not sought nor does it seek the authority to pre-empt local land use planning or to assume liability attributable to aircraft noise."

Helms Advocated FAA Review of Local Noise Rules

Just over a year ago, in a speech to the Southern Methodist University Air Law Symposium, FAA Administrator J. Lynn Helms said he wanted to "reverse the trend of curfews and other limitations on airport use that have been adopted across the country in the name of noise reduction or environmental protection. If allowed to continue, these measures could cripple our air transportation system and stifle this nation's continued economic development" *(BA, Feb. 22, 1982/57).*

Helms said the FAA general counsel was developing "comprehensive legislation" that "would continue to allow local authorities to propose whatever terms they deem acceptable for the operation of an airport . . . However, prior to implementation of any such plan, the legislation would require FAA review and approval." He said FAA's perspective will be "national in scope, recognizing that the closing of an airport even for one hour has effects on the national air transportation system well beyond the local community."

John Winant, president of the National Business Aircraft Association, who served on the task force, said he was "extremely disappointed" by the DOT statement, a view that was echoed by other task force

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — FEBRUARY UNIT SHIPMENTS

		Feb. 83	Cal. Year	Fisc.+ Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	2
BE-C23	Sundowner	0	1	5
BE-C24R	Sierra	1	1	7
BE-F33A	Bonanza	0	1	6
BE-V35B	Bonanza	0	2	3
BE-A36	Bonanza	4	7	20
BE-B36TC	Bonanza	4	7	16
• Multi-Engine				
BE-B55	Baron	1	1	1
BE-E55	Baron	0	0	3
BE-58	Baron	2	3	13
BE-58TC	Baron	1	1	1
BE-58P	Baron	1	3	16
BE-76	Duchess	0	0	1
BE-B60	Duke	2	2	3
BE-C99	Airliner	0	0	1
BE-C90-1	King Air	3	4	12
BE-F90	King Air	3	3	8
BE-B100	King Air	0	0	1
BE-200	Super King Air	4	5	23
BE-200C	Super King Air	0	1	1
BE-200T	Super King Air	0	0	1
TOTAL		26	42	144
Manufacturers net billing - $15,760,518				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	0	0	4
HS-125-700	Model B	1	2	5
TOTAL		1	2	9
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	0	0	5
BN-2T	Islander	0	0	1
Mark III	Trislander	0	0	0
TOTAL		0	0	6
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		20	33	76
CE-A152	Aerobat	0	0	2
CE-172	Skyhawk	34	44	89
CE-172	Cutlass	2	4	4
CE-172RG	Cutlass	5	9	27
CE-180	Skywagon	0	0	0
CE-182	Skylane	3	7	37
CE-182	Turbo Skylane	1	2	5
CE-182RG	Skylane RG	5	8	15
CE-182RG	Turbo Skylane RG	3	3	10
CE-185	Skywagon	0	3	11
CE-U206	Stationair 6	9	16	29
CE-TU206	Turbo Stationair 6	4	12	27
CE-208	Stationair 8	0	2	5
CE-TU208	Turbo Stationair 8	0	0	0
CE-210	Centurion	0	1	9
CE-T210	Turbo Centurion	9	13	29
CE-P210	Pressurized Centurion	4	7	13
CE-188	AgHusky	2	5	10
CE-188	AgTruck	0	1	6
• Multi-Engine				
CE-303	Crusader	5	10	28
CE-310		0	0	0
CE-T310		0	0	0
CE-335		0	1	1
CE-340		1	3	7
CE-402		3	6	10
CE-404	Titan	0	0	2
CE-414	Chancellor	0	1	6
CE-421	Golden Eagle	0	2	7
CE-425	Conquest I	2	7	20
CE-441	Conquest II	3	6	13
CE-500	Citation I	0	2	11
CE-550	Citation II	2	7	29
CE-650	Citation III	0	1	1
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	3	9
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	0	0	7
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		118	219	556
Manufacturers net billing - $20,745,302				

		Feb. 83	Cal. Year	Fisc.+ Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	3
AD-My.20	Falcon	0	0	1
AD-My.50	Falcon	1	4	22
TOTAL		1	5	26
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201A	Ipanema	0	3	7
EMB-710	Carioca (Dakota)	1	2	2
EMB-711	Corisco (Arrow)	1	1	1
EMB-712	Tupi (Archer II)	0	0	0
EMB-720	Minuano (Saratoga)	0	0	1
EMB-721	Sertanejo (Saratoga)	0	0	2
• Multi-Engine				
EMB-110	Bandeirante	0	2	9
EMB-121	Xingu	0	0	3
EMB-810D	Seneca II	2	7	23
EMB-820	Chieftain	0	0	0
TOTAL		4	15	48
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		0	0	2
Metro III		1	2	14
Merlin III-C		0	0	0
Merlin IV-C		0	0	5
TOTAL		1	2	21
(Exports: 1 Metro III to Denmark)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	3
LR-35A		0	0	9
LR-36A		0	2	2
LR-55		1	1	17
TOTAL		1	3	31
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	1	3	17
AE-840	Turbo Commander	3	3	7
AE-900	Commander 900	0	0	2
AE-980		0	0	1
AE-1000		2	2	11
TOTAL		6	8	39
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	1	1	1
TOTAL		1	1	1
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	1	2	10
TOTAL		1	2	10
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-200		0	0	1
M-5-235C	Lunar Rocket	1	1	2
M-6-235		1	4	9
TOTAL		2	5	14
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	2	11
Diamond		3	4	17
TOTAL		4	6	28
MOONEY AIRCRAFT CORPORATION				
• Single-Engine				
M-20J	201	5	13	33
M-20K	231	3	7	38
TOTAL		8	20	71

PIPER AIRCRAFT CORP.		Feb. 83	Cal. Year	Fisc.+ Year
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	0	6	13
PA-28-161	Warrior	9	21	50
PA-28-181	Archer II	7	15	44
PA-28-236	Dakota	4	6	13
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	4	7	25
PA-32-301	Saratoga	0	3	14
PA-32-301T	Turbo Saratoga	2	3	5
PA-32R-301	Saratoga SP	2	3	12
PA-32R-301T	Turbo Saratoga SP	4	5	15
PA-36-375	Pawnee Brave	0	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	2
PA-31-325	Navajo C/R	1	1	4
PA-31-350	Chieftain	9	11	24
PA-31T-301T	Cheyenne I	0	1	6
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	0	2	5
PA-42-720	Cheyenne III	0	0	7
PA-34-200T	Seneca II	0	0	0
PA-34-220T	Seneca III	10	20	49
PA-44-180	Seminole	0	0	0
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	0	0
PA-601P	Aerostar	0	0	0
PA-602P	Aerostar	5	7	11
PA-T1020		0	0	1
PA-T1040		0	1	7
TOTAL		57	128	395

Manufacturers net billing - $9,403,200

ROCKWELL INTERNATIONAL		Feb. 83	Cal. Year	Fisc.+ Year
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	0	0
SD-3-30		0	0	0
SD-3-60		2	4	7
TOTAL		2	4	7

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	February			Cal. Yr. to Date			Fisc. Yr. to Date+		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	26	66	106	42	125	198	144	403	529
British Aerospace	1	3	2	2	5	2	9	15	4
Britten-Norman	0	5	0	0	6	4	6	14	18
Cessna	118	243	346	219	440	680	556	1366	2257
Dassault	1	8	8	5	16	14	26	33	35
Embraer	4(0)	22(7)	21(14)	15(5)	41(14)	47(26)	48(19)	90(41)	146(60)
Enstrom	-	*	5	-	*	10	-	8	22
Fairchild	1	7	5	2	11	5	21	47	28
Gates	1	7	5	3	12	12	31	56	50
Gulfstream	6	5	30	8	10	53	39	54	146
Israel	1	3	2	1	7	4	1	16	14
Lake	1	2	4	2	3	7	10	13	23
Maule	2	2	4	5	4	7	14	11	17
Mitsubishi	4	1	2	6	2	4	28	14	14
Mooney	8	21	22	20	41	41	71	113	116
Piper	57	98	219	128	181	394	395	650	1018
Rockwell	0	0	3	1	2	5	1	6	13
Short	2	1	0	4	4	0	7	11	5
TOTALS	233	479	777	463	883	1466	1407	2871	4369

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
\+ Fiscal Year: October 1 through September 30.